

Staging

Master plan staging addresses the timing of development and the provision of key public facilities. Staging assures sufficient capacity for the next phase of growth, provides essential place-making facilities, helps achieve a desired form of development, as well as necessary connections for efficient mobility within and around an area. Experience shows that all density allowed by zoning is rarely built and certainly not all at once. Market absorption rates are one limiting factor. Realizing the vision in this Plan will take time; its implementation should be monitored to evaluate how development is achieving the vision.

The Annual Growth Policy (AGP) is used to establish the policies and procedures for administration of the Adequate Public Facilities Ordinance (APFO). The LSC is in the R&D Village policy area, where the AGP indicates that, by suburban standards, area roads are congested and certain school clusters are overcrowded. Any new development will need to mitigate a percentage of its impact before it can move forward. The goal of the APFO is to ensure that transportation and school facilities have sufficient capacity for the Planning Board to approve specific development projects.

In addition to the APFO standards, this Plan recommends staging to ensure that infrastructure, particularly the CCT, is in place before development is allowed to proceed. Staging is applied to all five LSC districts with the exception of the Rickman property in LSC South. Each development stage will be initiated when all of the triggers for that stage are met. After a stage has been triggered, individual properties can proceed with Preliminary Plan approval.

The CCT is the centerpiece of the Plan's vision for the LSC. The Plan promotes transit-oriented development by concentrating higher density uses near future CCT stations. Staging principles seek to prevent the construction of low intensity uses at transit stations that could preclude or delay the recommended higher intensity uses. To achieve the vision, a mix of uses, particularly at transit stations, should be part of new development and redevelopment to enliven these areas, increase and encourage transit use, and help create a more dynamic Life Sciences Center.

The Plan provides stages and amounts of development that are tied to the CCT's funding, construction, and operation to ensure that transit is available as development proceeds. Relocation of the PSTA from the LSC West District is a part of staging to ensure that the alignment through the LSC can be achieved and to provide new housing with increases in jobs. Staging also requires that the non-driver mode share be documented and that increases be achieved over time, a goal that results in reduced traffic congestion and increased transit use. Public institutions are not subject to staging because these projects are reviewed as mandatory referrals.

Staging Requirements

In 2010, the LSC contains 7 million square feet of commercial development. Approximately 3.7 million square feet of commercial (non-residential) development has been approved but is not yet built in the five LSC districts. The total existing and approved commercial development in all five LSC districts is 10.7 million square feet. The total existing and approved dwelling units in the LSC area is 3,300.

This Plan recommends that the staging plan and its requirements be applied to all five LSC districts except the Rickman property in LSC South. The 3.7 million square feet of development in the pipeline is not subject to the Plan's staging requirements unless a project's Preliminary Plan expires. The owner of a property approved for commercial development may re-subdivide and convert to residential development and still be exempt from staging, provided that the change in development will not increase the number of vehicle trips. This may require an administrative adjustment in the number of approved jobs and housing units exempt from staging. If a Preliminary Plan expires, the development capacity associated with it becomes available to all eligible applicants. This released capacity would

essentially shift from the category of approved, pipeline development to the category of additional new development, while the total in the stage would remain unchanged.

In Stage 1, the Plan provides for the current 10.7 million commercial square feet (existing development and the approved pipeline), plus an additional increment of 400,000 square feet. Health care services are exempt from the requirements of Stage 1. Development above 11.1 million commercial square feet cannot proceed until all the prerequisites for Stage 2 have been met, including full funding of the CCT from the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County's CIP or the State CTP.

Stage 1

Stage 1 allows an additional 400,000 square feet of commercial (nonresidential) development and 2,500 additional dwelling units. Existing and approved development totals 10.7 million square feet and Stage 1 allows 400,000 additional square feet for a total of up to 11.1 million square feet. Health care services are exempt from the requirements of Stage 1. Stage 1 allows 2,500 additional residential dwelling units.

7,000,000 existing development
3,700,000 approved development
400,000 additional new development
11,100,000 Total Stage 1 commercial development

3,300 existing and approved dwelling units
2,500 additional new dwelling units
5,800 Total Stage 1 residential dwelling units

Stage 2

Stage 2 allows a total of 13.4 million square feet of commercial development and 7,300 dwelling units, of which up to 11.1 million square feet of commercial development and 5,300 dwelling units may have been built in Stage 1. After all the prerequisites required before Stage 2 have been met, development above 11.1 million can proceed, including an additional 2.3 million square feet of additional commercial development, up to a total of 13.4 million square feet. Stage 2 allows 2,000 additional residential dwelling units.

11,100,000 Stage 1 development
2,300,000 Stage 2 additional new development
13,400,000 Total Stage 2 commercial development

5,800 Stage 1 dwelling units
2,000 Stage 2 additional dwelling units
7,800 Total Stage 2 residential dwelling units

Stage 3

Stage 3 allows a total of 15.7 million square feet of commercial development and 9,000 dwelling units, of which 13.4 million square feet of commercial development and 7,300 dwelling units may have been built in Stages 1 and 2. After all the prerequisites required before Stage 3 have been met, development above 13.4 million square feet can proceed, including an additional 2.3 million square feet of new development, up to a total of 15.7 million square feet. Stage 3 allows 1,200 additional residential dwelling units.

13,400,000 Stage 2 development
2,300,000 Stage 3 additional new development
15,700,000 Total Stage 3 commercial development

7,800 Stage 2 dwelling units
1,200 Stage 3 additional dwelling units
 9,000 Total Stage 3 residential dwelling units

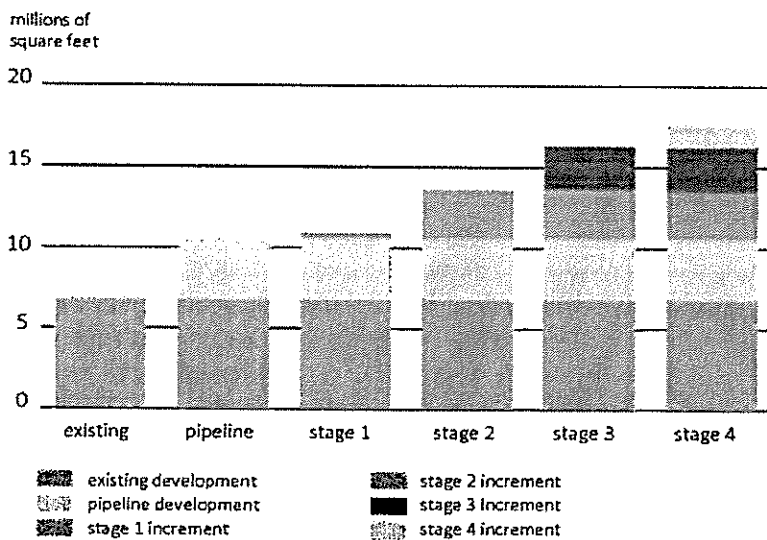
Stage 4

Stage 4 allows a total of 17.5 million square feet of commercial development and 9,000 dwelling units, of which 15.7 million square feet of commercial development and all the residential development may have been built in the previous stages. After all the prerequisites required before Stage 4 have been met, development above 15.7 million square feet can proceed, including an additional 1.8 million square feet of new commercial development, up to a total of 17.5 million square feet.

15,700,000 Stage 3 development
1,800,000 Stage 4 additional new development
 17,500,000 Total Stage 4 development at full buildout

9,000 Stage 3 dwelling units
No Stage 4 additional dwelling units
 9,000 Total Stage 4 residential dwelling units

table 3 staging of commercial development



stages of development and requirements at each stage

Before Stage 1 begins, all of the following must occur:

- Approve and adopt the Sectional Map Amendment.
- Fund and begin operating the Greater Shady Grove Transportation Management District (TMD).
- Designate the LSC Central, West, Belward, and North Districts as a Road Code Urban Area.
- Include the entirety of the Rickman property on Travilah Road in the R&D Policy Area.
- Document the baseline of non-driver mode share through monitoring and traffic counts.
- Develop a monitoring program for the Master Plan within 12 months of adopting the sectional map amendment that addresses the following:
 - The Planning Board must develop a biennial monitoring program for the LSC. This program will include a periodic assessment of development approvals, traffic issues (including intersection impacts), public facilities and amenities, the status of new facilities, and the CIP and Growth Policy as they relate to the LSC. The program should conduct a regular assessment of the staging plan and determine if any modifications are necessary. The biennial monitoring report must be submitted to the Council and Executive prior to the development of the biennial CIP.
 - The Planning Board must establish an advisory committee of property owners, residents, and interested groups (including adjacent neighborhoods in Gaithersburg and Rockville), with representation from the Executive Branch, the City of Rockville, and the City of Gaithersburg that are stakeholders in the redevelopment of the Plan area – to evaluate the assumptions made regarding congestion levels, transit use, and parking. The committee’s responsibilities should include monitoring the Plan recommendations, monitoring the CIP and Growth Policy, and recommending action by the Planning Board and County Council to address issues that may arise, including, but not limited to, community impacts and design, and the status and location of public facilities and open space.
 - Dependent on availability of outside funding, the Planning Board must initiate an ongoing health impact assessment of development in the Plan area, with the participation of the Montgomery County Department of Health and Human Services, Department of Environmental Protection, Department of Transportation, the City of Gaithersburg, and the City of Rockville.

Stage 1	New Commercial Development Allowed	400,000 square feet
	Total Commercial Development Allowed	11.1 million square feet
	New Residential Development Allowed	2,500 dwelling units
	Total Residential Development Allowed	5,800 dwelling units

Before Stage 2 begins, all of the following must occur:

- Fully fund construction of the CCT from the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County’s CIP or the State CTP.
- Fully fund relocation of the Public Safety Training Academy from LSC West to a new site.
- Fund the LSC Loop trail in the County’s six-year CIP and/or through developer contributions as part of plan approvals.
- Attain an 18 percent non-auto driver mode share (NADMS).

Stage 2	New Commercial Development Allowed	2.3 million square feet
	Total Commercial Development Allowed	13.4 million square feet
	New Residential Development Allowed	2,000 dwelling units
	Total Residential Development Allowed	7,800 dwelling units

Before Stage 3 begins, all of the following must occur:

- CCT is under construction from Shady Grove Metro Station to Metropolitan Grove and at least 50 percent of the construction funds have been spent.
- Program for completion within six years any needed master-planned transportation improvement identified by the most recent biennial monitoring review to be needed at this time.
- Construct and open at least one public street (such as Medical Center Drive extended) across LSC West and Belward to provide a direct connection across major highways and between the districts, contributing to place-making and connectivity.
- Attain a 23 percent NADMS.

Stage 3	New Commercial Development Allowed	2.3 million square feet
	Total Commercial Development Allowed	15.7 million square feet
	New Residential Development Allowed	1,200 dwelling units
	Total Residential Development Allowed	9,000 dwelling units

Before Stage 4 begins, all of the following must occur:

- Begin operating the CCT from the Shady Grove Metro Station to Clarksburg.
- Program for completion within six years any needed master-planned transportation improvement identified by the most recent biennial monitoring review to be needed at this time.
- Attain a 28 percent NADMS.

Stage 4	New Commercial Development Allowed	1.8 million square feet
	Total Commercial Development Allowed	17.5 million square feet
	Total Residential Development Allowed	9,000 dwelling units

Plan Evaluation

Revisiting this Plan in regular intervals—focusing on the LSC—is particularly important to assess how the area is developing, the need for infrastructure delivery, and if the vision is being achieved.

The review of the Plan should examine:

- the CCT's delivery schedule
- traffic generation and roadway performance
- the jobs to housing balance—are local workers occupying the housing
- the built form's evolution
- absorption rates to determine the rate of needed infrastructure delivery
- costs to the County
- the area institutions' investment in the Plan's vision.